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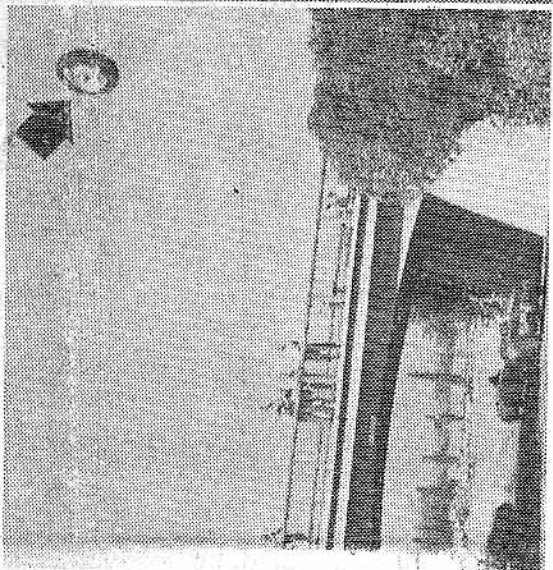
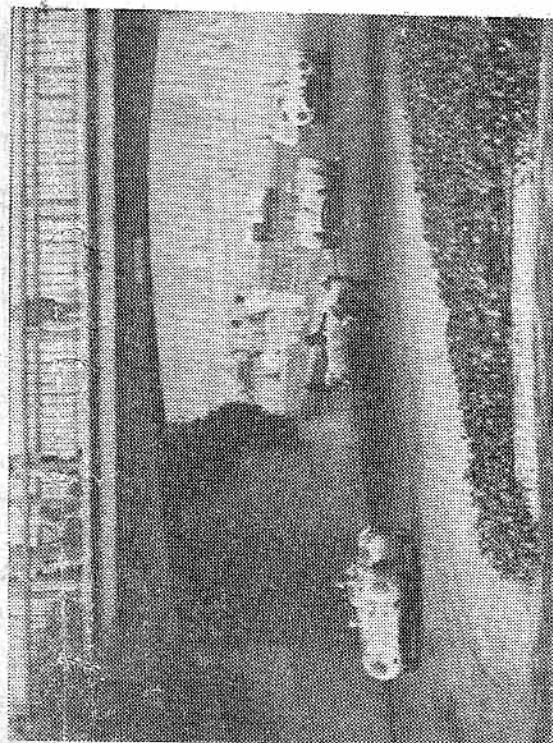
**MOTOR
RACING**

NOV. 28
DEC. 3,
1958

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CHEAP

(Published Bi-Weekly except last issue of calendar year)



ACTION AT POMONA — Spectacular action of an Austin-Healey Sprite losing right front wheel (arrow) in last Saturday's 6-hr. race at Pomona is captured by camera of W. R. C. Shedenhelm of MOTORACING. The Loudon-Bowser car, extreme left, lost wheel through turn 2. Right panel, by George Woods of MOTORACING, shows Ken Miles leading the pack in Sunday's main event.

SCCA Goes Pro-Amateur

NEW YORK, Nov. 21 — The National Sports Car Club of America was turned over to the 1959 Board of Governors here today, and the first thing that happened was relaxing the stringent anti-pro rules which were put

This means SCCA may participate in amateur or pro races sponsored by other groups provided they are approved by the contest board and that drivers retain their amateur status. SCCA drivers cannot accept money.

Cars O.K., Too

The pro-amateur co-existence setup parallels the one recently adopted by the Calif. SCC, bitter SCCA antagonist. Additionally it is understood cars tainted by pro racing will not be banned from SCCA events.

Before, no driver in either the pro or amateur races at Riverside, whether SCCA member or not, was allowed in SCCA races for 1 year. Westport, in effect acceded to the request by LA SCCA to sanction future pro-amateur races, including next year's Riverside races or similarly qualified USAC-CSCC events, on the same basis that Sebring is sanctioned.

(Continued on Page 3)

HITTING IT ON THE HEAD

In the last issue of MOTORACING, Editor Gus V. Vignolle wrote as follows in his column, Vignettes: "...However, I predict there is hope because I look for the new SCCA regime at Westport to use a modicum of common sense in this pro business."

into effect last month and brought a surging avalanche of criticism against SCCA.

Expected to become official soon is the reinstatement of all licenses revoked for competing in the CSCC-USAC Riverside pro race last Oct. 12 — cause of the original furor.

London Motor Show

By HENRY N. MANNEY III — Motoracing Staff Correspondent

LONDON—The motoring-minded masses, encouraged by rumors of a relaxation in the 33 percent down payment regulations, flocked in to see their prospective purchases in the iron, as it were, at the 1958 London Motor Show at Earls Court.

In the daddy-car class the Daimler Majestic has disc brakes and the Armstrong-Siddeley Star Sapphire boasts 4 liters and

6 cylinder. In the case of Daimlers, this car is probably a stopgap as one hears of bigger and better things a-cooking. Classed as a comfortable car of really good finish and design yet without the large size or even larger cost of the Rolls, the long-awaited 3-liter Rover made its appearance. This desirable carriage rescues Rovers from the Dark Ages of body and chassis design, making it

(Continued on Page 3)

Bechtels Nab National SCCA Rally Title

By Duane & Jerrie Sparks
Joe and Celia Bechtel, prominent SCCA and Pacific Sports Car Club rallyists from Manhattan Beach, have won National honors by clinching 1st place in the largest and most successful National rally program in the history of the Sports Car Club of America.

The Bechtels, avid enthusiasts since their 1st event—the 1955 De Wueele Bounce—decided that after serving as rallymasters for this year's De Wueele Bounce for PSCC they would concentrate on the SCCA program. Driving their new Porsche Speedster, they made appropriate arrangements at Douglas El Segundo, where Joe is a tool designer and Celia is a planning supervisor, and set off to capture a National championship for themselves.

The 11-event schedule, set up by the National Rally Board under direction of its chairman, Arthur Gervais of New York, provided sharp competition right from the start last March when Richard Smith and Chris Custer of Quakerstown, Pa. won the Florida Triangle in a Saab. They had been the leading pair in 1957. Joe and Celia captured 1st place in the Arizona Great Can-



JOE and CELIA BECHTEL

yon rally and duplicated the feat in the No. Calif. Golden West rally in May.

3 Perfect Score
The championship rules pro-

vide that the lowest score in 3 rallies of an elected 4 count for points—a perfect score would be 3. The Bechtels led the great pack until September when Richard Doyen and Clay Gibbs of Milwaukee, who had piloted a Corvette to victory in the Ohio rally in late May, won again in the Lake Michigan Miglia.

Then Bill Spear of Palm Beach and Sherwood Johnston of Greenwich, Conn., winners of the Berkshire Mountain test in August in a Chrysler Imperial, became the 3rd double winners by leading a large field home in New York's Rip Van Winkle.

With 2 rallies remaining, the Flaming Fall in Kansas and the Appalachian in Pennsylvania, there were 3 double winners and 5 or 6 other teams close enough to take the title. A comparative unknown team won the Flaming Fall but the Bechtels finished 4th, giving them a total of 6 points for their 3 events. Doyen and Gibbs finished 16th, and Spear and Johnston 20th.

The championship hung on the results of the Appalachian. The Bechtels decided to stand or fall on their 6 count. Spear and Johnston (Continued on Page 5)



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Nov. 28-Dec. 5, 1958

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THE WINNER

CARLYLE BLACKWELL doffs helmet after winning last Saturday's 6-hr. enduro staged by Cal Club at Pomona. Co-driver in the Blackwell-D-Jaguar was Ken Miles. Daviene Warshawsky is ready to present lei to victor in the darkness.

(MOTORACING photo by W. R. C. Shedenhelm)



Spectacular Field Awaits Flag For Famed Nassau Racing Week

In the News

CROWDER IMPROVING

MONTEREY, Calif., Nov. 26 — Gordon Crowder, critically injured at the recent Laguna Seca road races, is now out of danger, although still in serious condition, at Monterey Hospital here. He suffered head, chest, arm, leg and facial injuries when his AC Bristol flipped several times. Gordon, who was unconscious for several days, says he's planning to race at Sebring next March.

MORETTI PRIZE

The Moretti sedan, given by race organizer George Cary, Jr. as a door prize at the Nov. 1-2 Palm Springs races, was won by Edward L. Blankenship of Bell Gardens.

SEEKS SEBRING RIDE

LONDON—Bruce Halford, well-known sports car (Lister Jag) and GP Maserati driver, is looking for a ride at Sebring next March. He can be contacted at Warberry Hotel, Torquay, Devon, England.

(Continued on Page 4)

Drivers From 9 Nations Vie

NASSAU, Bahamas, Nov. 26 — Nearly 100 of the best sports cars and drivers from 9 nations will be arrayed here against Lance Reventlow's 5.5-liter Chevy-Scarabs as the time nears for start of Nassau's famous 5th annual Speed Weeks fixtures Nov. 29-Dec. 8.

The feature will be the 250-mile Nassau Trophy race Dec. 7. Lance and Chuck Daigh will drive the Scarabs.

Capt. Sherman F. "Red" Crise, chairman of the sponsoring Bahamas Automobile Club's Competitions committee, predicts cut-throat competition.

A husky 5.7-liter Maserati-Pontiac will be wheeled by Jim Rathmann, Miami.

Rodriguez Entered

Good enough to carry Stirling Moss to victory last year is a Ferrari which Jan de Vroom of Holland is scheduled to handle. Eddie Crawford, Northfield, Ill., guns for the overall crown in a new 4.5 Maserati.

Famous 16-year-old Ricardo Rodriguez of Mexico City drives his Porsche RS Spyder.

Switzerland's Gaston Andrey, skippers a factory-fresh 4.1 Ferrari.

Moss, only man to win the (Continued on Page 3)



DAN GURNEY

Ferrari Signs Dan Gurney

MODENA, Italy, Nov. 26.—Dan Gurney, 27-year-old up-and-coming Riverside, Calif., sports car driver, was signed today to drive in 1959 for the Ferrari factory team.

Gurney was here recently and drove 3 cars—a 2-liter new V6 sports car, the factory's 3.0 for 1959 and the Formula 1 car which World Champion Mike Hawthorn drove this year. Then he tried another Ferrari, a 3-liter sports, at Monza.

Thus So. Calif. will have 2 pilots flying the colors of the famed Ferrari scuderia for 1959. The other is famed Phil Hill, of Santa Monica.

(For additional details read Editor Gus V. Vignolle's Vignettes in this issue.)

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GOOD NEWS

Two popular lassies, Ruth Douschless and Sunnie Baker, are candidates for prexy of Women's Sports Car Club. Election will be at the upcoming December meeting.

Track, Pilot Fined

NEW YORK, Nov. 26.—Riverside (Calif.) Raceway has been fined \$1000, and Driver Jean Behra of France has been fined \$250 and suspended for 6 months for "illegal competition."

Penalties were announced by Charles Moran, chairman of the Auto Competition Committee for the US, American rep of FIA.

Moran said Behra was guilty of competing in the recent Riverside pro race without OK from FIA local authorities in France. Permission is unnecessary for World Championship races.

If the ban sticks, Behra will miss the US Grand Prix and

the 12-hr. enduro at Sebring in March.

Behra competed while both he and Riverside officials were aware of the regulation, according to the Moran charge.

In Los Angeles, Steve Mason of the Riverside course said he talked to Moran, who said nothing when he was told Behra would race.

Blackwell-Miles Win 6-Hr. Enduro

By W. R. C. SHEDENHELM

Motoracing Staff Correspondent

POMONA, NOV. 23 — Carlyle Blackwell and co-driver Ken Miles took the checked flag in Blackwell's D-Jaguar here yesterday more than 7 laps ahead of the 2nd place Porsche Carrera in the 1st 6-hr. endurance race in So. Calif. in almost 3 years.

The last, at Torrey Pines in Jan. 1956, was also won by a D-Jag, driven by Jerry Austin and Sherwood Johnston. Blackwell and Miles finished 238 laps on the 9-turn 2-mi. Pomona fairgrounds circuit to average 79 mph.

Charts—Page 4

The 2nd place Porsche, driven by Don Dickey, John Barneson and Al Whitley, made 1 fuel stop less than the 3rd place Porsche Speedster of Jimmy Moore and D.D. Michelmore and finished 36 secs. ahead.

Index Winner

The 2nd and 3rd place Porsches also took 2nd and 3rd on Index of Performances at the Cal Club event. First in Index was the Deutsch Bonnet H class roadster driven by Bill Wood and Dave Skilling.

Today's main event saw only 9 cars start, with 3 dropping out before the 1-hr. race was over. Ken Miles, in 1600cc Porsche (Continued on page 3)

Vignettes

- ★ Break for Gurney
- ★ Boot for USAC
- ★ Laguna Seca Fiasco

—By Gus V. Vignolle

TIME FOR a couple of laughs? The Spok'an' Hub Newsletter tells of the 2 birds flying home from the auto show at the Pan-Pacific the other night. Said one to the other: "I put a deposit on a new Healey tonight..."

From LISCA News: "Doctor you've got to do something," the owner of a Great Dane told the veterinarian. "My dog does nothing but chase sports cars."

"Well, that's only natural," said the doctor. "Most dogs chase cars."

"Yes," the man agreed, "but mine catches them and buries them in the backyard."

Same source: Read in Hlasatel (Continued on Page 3)

Blast New Rule!

IBIZA, Nov. 26. — Leading motor racing authorities, saying they prefer to remain anonymous at this time, met on this Balearic Island in the Mediterranean today and said they are considering spreading a move that would disjoin FIA and form a new world-wide automotive body.

This is the outgrowth of the

BAD NEWS

"The Continental Divide Rally—A Saab Story" by William J. Barker, top reading, was rejected by SCCA Sports Car, but Seymour Laff has sent mimeos to Colorado Region.

Commission Sportive Internationale (CSI) reducing the engine capacity of Formula 1 Grand Prix racing cars for 1961.

Cars would be reduced from 2½ liters to 1500cc unsupercharged and a minimum of 1300cc unsupercharged running on commercial fuel.

This would ban Vanwall, England's most successful racing car.

Many racing followers and drivers have blasted the action. Among them were Mike Hawthorn, British pilot who won the 1958 world's driving title in a Ferrari, and Stirling Moss, also of England, who finished second, primarily as a Vanwall driver.



San Francisco Newsletter

Dear Gus

By TOM WILSON
THE CAL CLUB DEBACLE . . .
LACK OF SAFETY CONTROL

DEAR GUS:

I promised to give you the full scoop on the recent Laguna Seca debacle, with a few observations on a possible reappearance of the Cal Club in No. Calif. This was a very enlightening and educational demonstration on how not to run a road race. The fable of the California Sports Car Club's ability to put on a road race has been proven just that, a myth; their bubble has burst. They should have quit while they were ahead. On an airport course they might get by but they demonstrated that a real road race course is too tough for their organization.

Serious accidents and fatalities have occurred on the Torrey Pines, Pomona, Paramount and Riverside courses under CSCC management. They lack the organization and race personnel to run a road race safely on a tight course such as Laguna Seca. How their insurance broker can hold still for any further blood letting is a mystery. Even the SF Region has trouble convincing the insurance companies that its good record should not be penalized by advanced rates, due to such deals as the Laguna Seca Debacle.

Here are some observations by drivers and others trained in road racing technique:

"Early in the race program, an accident pattern was set up and they should have called a halt. The drivers should have been told that things were getting hairy; take it easy" . . . Pete Talbot.

When the course physician counseled that a halt should be called and the drivers warned, he was insulted by one of the payroll wheels and told to stick to his job of patching them up.

"It is all a matter of attitude—the Cal Club does not care about things that are important" . . . Cloyd Gray

"By allowing Texas starts, they lost control of the race at the start and never regained control" . . . Renfro Kilburn.

Short on Practice

Due to the Cal Club's policy and boast that their races always start on time, some drivers received as little as 2 laps of practice. On Sunday, over 100 cars at one time were put on the course for practice and it proved nothing more than an Easter parade with a bumper to bumper follow-the-leader line-up. It was estimated that there were more than 1,000 course deviations during the 2-day, 18-race program.

It appeared to be an Indian uprising with several smoke signals (dust) arising from the course at any one time. The club fetish of starting on time prevented the course personnel from sweeping the course, and clearing debris from the turns. At one time the telephone repair crew was transported in an ambulance, under the white flag, during a race, which showed originality if nothing else.

CSCC Bush League

Gus, all of this proved to the San Francisco SCCA gang that the Cal Club was strictly bush league and something should be done to burst their bubble. The board of directors recently met and adopted the following resolutions which should clip their wings and halt the invasion into territory beyond their calm and ability. Both the 1958

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and the newly-elected board unanimously adopted these resolutions:

1. "This board ratifies and affirms the position taken and the statements made by the incumbent (Clark McCartney) and the incoming R. E. (Jim Lowe) to the effect that this region will not permit its drivers to participate in any future Laguna Seca race sanctioned and supervised by the Calif. Sports Car Club."

2. "Because of the lack of safety control exhibited at the recent Laguna Seca races, as well as various other speed events, this board reserves to itself the right to specifically approve or disapprove any future races or speed events by allowing its members to participate." Note the Autocross angle in this ruling.

3. "That the R. E., chairman of the contest board or their duly authorized representative be empowered to prohibit the further participation of any member of this region in any speed event which may be considered unduly hazardous."

Name Drivers??

All was not lost, since SCRAM had arranged for plenty of ambulances, tow trucks and fire engines at the course. The 10 cars totalled and a pit fire showed that they had a premonition of disaster. SCRAM did its part but the Cal Club failed to produce all those name drivers, such as Phil Hill, Carroll Shelby, et al, the sole publicized reason for switching from the SCCA to the Cal Club as the sanctioning group. The Cal Club got its foot in the door up here but some one slammed the door on it—the foot. I think that they will be glad to retreat to Smogville and lick their wounds and explain to their insurance broker.

The whole fiasco could have been prevented if the SCCA National group had taken an interest long before the Riverside race and helped the West Coast regions to solve their pro-amateur problems. It seems that everyone is to blame except thee and me and sometimes I wonder about thee. Don't close any of those screwy LA deals—look what happened to SCRAM.

With best regards.

tom wilson

PRESS, READER COMMENT ON LAGUNA SECA

Following are excerpts from No. Calif. publications on the recent CSCC and SCRAM fiasco at Laguna Seca and portions of letters sent by readers to newspapers and sports car periodicals:

"The Laguna Seca fiasco is still reverberating throughout California like nothing has in road racing since the demise of the last Pebble Beach race at Del Monte forest. Letters have come to us from all over the State as well as phone calls and wires recording the poor organizational effort which was put forth by the California Sports Car Club in running this event . . . CSCC promised the moon, Mars, Jupiter and Phil Hill if SCRAM would sign with them. No. Calif. Region of SCCA could promise nothing except their racing members, working personnel, equipment and an enviable record of putting on SAFE ROAD RACES . . . Don't let it happen again . . . you might not have another chance."

"You can't run 40 high-powered pieces of highly tuned motors cars in one race, mix novice drivers with seasoned senior pilots, eliminate the necessity for time-tested helmets, and not be asking for some kind of trouble . . . Those who came to see Phil Hill, Carroll Shelby, Troy Ruttman and other promised didn't see them. They weren't there. It was names such as these that pulled the carpet out from under the SCCA and set the CSCC up in business as sponsor . . . JOSH HOGUE, San Francisco Chronicle."

"We trust the sports car people learned something from their mishandling of the Laguna Seca races . . . The unusual rash of accidents and injuries to drivers and spectators was due in large measure to official bungling . . . too many cars were allowed to race at one time."

"A new crowd—the California Sports Car Club, which has its roots in Los Angeles—put on the show. It left a safety record of which Northern California was justly proud pretty badly shattered . . . The one flash of efficiency by a CSCC official was misdirected. This was when Scotty Morris, an Examiner photographer, attempted to take a picture of a three car smashup. Morris was manhandled and his camera broken by a character in a red, medal bedecked beanie. CSCC officials are toughly about pictures of accidents. If they used their heads—instead of their fists—they might prevent accidents from happening."

—PRESOTT SULLIVAN, San Francisco Examiner.

"The Cal Club reversed the action with their official bungling of such things as allowing too many cars in one race, lack of trained racing observers, lack of the use of the black flag and mixing novice drivers with more experienced pilots . . . The Cal Club will have to start to weed the wheat from the chaff before the grim reaper does it for them and the resulting ban on all automobile racing . . . some Club official smashed the camera of a working press photographer . . . racing came close to losing some friends last weekend at Laguna Seca." —BOB GARNER, Redwood City Tribune.

"The 'mass production' Calif. Sports Car Club . . . has set racing in No. Calif. back two years. And we don't like it. In fact, we hope that future activities of the large sports car club will be confined to an area below Bakersfield—if they must be continued at all . . . 'Anything goes' seemed to be the prevalent thought among the 216 drivers . . . Technical inspection could not be called difficult (one driver, learning that his helmet was too tight, took the lining out and inserted a sponge) . . . Number of fire extinguishers was shamefully inadequate . . . We'll need the good offices of the press up here to get out from under the cloud that the Cal Club brought with them." —BILL FINEPROCK, The Wheeler.

"Jerry Diamond sums it up this way: 'If I were a promoter, I would hesitate to give the Cal Club another opportunity of handling a race for me. I have a feeling that SCRAM was hustled into this thing in the first place.' —LEON MANDEL, The Wheeler."

"I agree with Dr. Roy Porta. That I'll never attend another race staged by Cal Club—even as a spectator. (Roy and I agreed that we'd only be spectators at this Cal Club event. We both ended up as workers. Never again.) There was absolutely no excuse for the absence of medical facilities. There was also no excuse for the absence of the Snively-approved helmets. Please note that the majority were head injuries . . . Medically speaking, this was a shameful event. I think you will find that there will be no cooperation from the medical profession in future races. If Cal Club manages them in the same manner in which they managed the last Laguna Seca event." —PAUL C. ROBERTS, M.D., Eureka, Calif.

"What a beautiful way of ruining or submerging a wonderful sport." —E. A. BERTOIA, Burlingame, Cal.

"Lack of practice was not the fault of Cal Club. SCRAM gas truck and emergency equipment did not arrive on time . . . What happened to the old rule of thumb about 15 cars for each mile of course?" —JERRY ROSENTHAL, San Jose, Cal.

"I would like to point out that continuous violation of the course (that is, driving outside the white line markers) is an invitation to trouble . . . the course was not properly protected with hay bales . . . endangering the crowd . . ."

"Lack of practice was not the

Todd Offers Interesting Reading

MOTORACING

3862 Westwood Blvd.
Culver City, California
Attn: Gus Vignolie

Dear Gus:

As I said in our telephone conversation today, I have some questions regarding the race at Laguna Seca last weekend. I have tried to put them down without mentioning any names or club associations. I wish to state that any remarks in this letter are my own opinion from observations as a spectator, not from any information I learned from talking to any specific people. I have put down the questions and in parenthesis thereafter the reasons I asked them. Hope this makes reasonable sense to you.

1. Why wasn't the LBMG Flag Team at this event? (Rumor has it they were not asked. Experienced help was needed at this event. For some reason the race was not stopped for 1½ laps after a three or four car mix-up with two of them upside down. One ambulance was forced to travel slowly down the edge of the course part of the way in order that fast oncoming cars could go by.)

2. Why were Novice Drivers allowed to run on this course,

CAL CLUB DUMMIES UP

MOTORACING submitted a complete copy of Dick Todd's letter to the Calif. Sports Car Club, asking if any officials cared to answer any of the questions raised regarding the Laguna Seca debacle.

CSCC did not bother to answer MOTORACING'S letter. A CSCC spokesman said: "I am certain you will not receive an answer."

which is only two cars (or 24 feet) wide, with no safe escape routes and only certain places where a car can pass? (I emphasize they should not be allowed to run with experienced drivers on such a course, even if they are allowed to run the course. Saturday had a special event for Novices, but Sunday didn't.)

3. What has happened to the National Sports Car Drivers Association? (Seems to me these drivers could have refused to run with 43 cars on a 1.9 course on Saturday and at least 33 on Sunday. As a matter of fact, some of the Northern drivers did refuse to run on Sunday in the under 1500cc modified so they split this race into two)

4. Why wasn't the number of entries cut in half and run in two races? (Rumor has it SCRAM said take as many as you can get - Cal Club people wanted to limit it.)

Driver Safety

5. Why has technical inspection been so lax in all things pertaining to safety of the driver? (Rumor has it there are no specifications on safety belt installation or what type of materials and wall thickness should be used for roll bars and how they should be installed. Such specifications might have helped the following people in Sunday's races. Car No. 73 flipped in Race 11. When brought into the pits, I could see no roll bar, yet it had gone through technical inspection. Race 13 - A Morgan, Car No. 147, flipped. Driver was thrown clear of the car,

because his safety belt failed. He was hospitalized for serious injuries, so I have heard. Race 14 - Crowder flipped No. 48. No straight story as to whether he was thrown clear of car nor not, but his seat belt failed also. It was attached to the car with a snap swivel and eye bolt. Part of this fastening gave way. Car No. 29 flipped. When the car was brought into the pits, the roll bar was 20 to 30 degrees off vertical.)

6. Why was Pre-Grid set up in the pit area access roads, leaving no emergency exit at one end? (Rumor has it one ambulance was directed to use another means of access after picking up a passenger.)

Dust Not Curbed

7. Why wasn't something done to keep the dust down on either side of the course? (Many different cars went off the course momentarily between turns 8 and 9 during all the races. There was an almost constant dust cloud at this spot. During the big fracas between turns 2 and 3, I believe cars number 25 and 46 hit the dust causing a very dense cloud of dust. Crowder went into this blind and no one can say for sure what happened because of this dust. He was

either hit or hit something which caused him to be airborne, through the dust cloud. His car was not spotted by turn marshals and ambulance people until the cloud settled somewhat.)

8. Why is the fatality rate so high in Cal Club? What will this fracas do to plans for Pomona? (In two days of racing, three drivers and three spectators were hospitalized, a total of 8 or 9 cars were either partially or totally wrecked, and much dented bodywork was evident in the pits on other cars.)

The above are just random comments regarding the race. Someone who was closer to the Start-Finish could no doubt give you many more. This was from a spectator's viewpoint.

Improve Safety

I do not wish to hurt any one club or person, but it seems to me many things should be done to improve the safety procedures of all clubs and particularly for the drivers. As you know, Gordon Crowder started my interest in sports car races, and I don't know of a more cautious, careful and consistent driver. From all accounts, this accident happened as a result of evasive action to avoid an accident. If anything can be done to improve safety, I am for it.

Use your own judgment on how much or how little of this you print. You may use my name in connection with any of it if you so desire.

Sincerely,

(Signed) Dick Todd

It seemed that at least three cars almost lost control passing the two ambulances near the end of the 13th race before it was stopped. There can be no excuse for this type of driving . . . (we) came away from the race feeling half sick and very disgusted. We all feel that last weekend at Laguna Seca has hurt sport car racing." —ALEXANDER L. JETT, Menlo Park, Calif.

The CSCC race chairman for this Nov. 8-9 debacle were Joe Weissman and Ray Frug.—Editor's Note.



Vignettes

By Gus V. Vignolle

Uproar Continues on
Laguna Seca Debauché

(a Czechoslovak paper)—Auto races were held in Prague with only 2 cars entered—an American Ford and a Russian Moskvich. The Ford won, way ahead of the other. Prague newspapers reported: "The Soviet Moskvich placed 2nd, while the Americana Ford was next to last..."

GURNEY'S RAPID RISE

The surge of personable Dan Gurney has been nothing short of spectacular. He began racing at Torrey Pines in 1955. Just one year ago—Nov. 17, 1957—Dan drove a Ferrari for the 1st time. Frank Arciero's 4.9. That race, his 10th, was at Riverside, and he finished 2nd, 5 seconds behind Carroll Shelby.

And now, last week, he was signed up in Italy as a factory Ferrari driver for 1959. That's quite an honor for So. Calif., for Phil Hill, of Santa Monica, also goes for the Maranello scuderia.

It takes some pilots years and years to score with a big-time ecurie. It was no breeze for Hill, who spent a lot of time in the pits, drinking Enzo's mineral water.

Dan met Luigi Chinetti, the NY Ferrari chieftain, last spring at Sebring, and it has been LC who has smoothed the way for him. Chinetti is having a new 4.1 flown from Italy for Nassau next week, but the driver has not been announced. It could be Gurney.

In his brief racing career Dan has driven a Corvette, the Arciero 4.9, 2 Porsches, a TR2, Denzel, Lancia and GT Ferrari. He went to Europe this season and piloted a 1500 OSCA at Nurburgring for Centro Sud. At LeMans, he started in a Ferrari, but the action was cut short when co-driver Bruce Kessler cracked up. His other European race was in a 12-hr. GT go at Reims.

Then, at Watkins Glen in an Intl Formula Libre race, he took 2nd in a 3.5 Ferrari to Joakim Bonnier, 2.5 F1 Maser. And of course he was 2nd in the 4.9 to Chuck Daigh in the Riverside GP last month.

This is a break for a nice guy and a fine driver. Good luck.

OUSTER OF USAC

This observer is in accord with a strong movement to kick USAC completely out of the sports car racing picture. Personally, I think all they do is clutter up the landscape and the quicker they get the boot the better.

At Palm Springs, a Cal Clubber told me: "SCCA is no longer any worry. We've got those jerks completely out of the picture. Now we must concentrate on rubbing USAC out of the sports car picture."

The Moran blurb on the fines against Riverside Raceway and Jean Behra (See Page 1) was not too clear on why the course was bopped. It just said Riverside knew Behra was out of line, but did nothing about it.

That 1-grand fine against the course must have been for lack of an Intl. FIA sanction. Steve Mason says that up until 2 weeks before the race Duane Carter of USAC had the request for the sanction and a \$587 check for the fee. Nothing happened, then came a letter that FIA was not granting a sanction.

Promoters had advertised the

Riverside race was registered as an Intl. event by FIA.

Carter, who jumps all over the country and to Europe, does not answer important mail. Mason will confirm this, and so will this observer. Sometimes the USAC flack answers in guarded, fence-straddling terms, making certain to point out that he knows the difference between news and gossip.

There is a definite rift between Mason, Western rep. of the Road Racing Division of USAC, and Carter. And charges of neglect, interference and politics against USAC continue to mount.

Some time back, Edward B. Kemm, president of Virginia Intl. Raceway, resigned as chairman of the Road Racing Division Committee of USAC. When space allows, we'll go into some of his reasons. He did say that "the closing of the New York office and the manner in which it was done certainly laid the USAC people open to criticism from our side."

LAGUNA SECA BOTCH

The greatest single uproar, bar none, since we got out the 1st issue has been the fantastic botch of the Cal Club at Laguna Seca recently.

I don't believe the CSCC should bear the complete brunt of the blasts. Sure, they were going out for the \$4000 guarantee and all of the entry dough, and it is no secret they risked safety for the \$\$.

Load the small, dangerous course with cars and to hell with objections. Even more money-hungry is an outfit called SCRAMP (Sports Car Racing Assn. of Monterey Peninsula). I'll bet when they're all through probing and the insurance people have all their data, you'll find SCRAMP just as guilty (or worse) than the Cal Club.

The only reason they took the Cal Club over SF SCCA was because name drivers would pull more people at the gate. Crotchety old Clyde Young admitted this. Blurbs proclaimed CSCC

NASSAU

(Continued from page 1)

Nassau Tourist Trophy twice, will be here from the Australian GP in Melbourne. He has no ride as yet.

Phil Hill, Santa Monica, Calif., and Carroll Shelby, Dallas, have not yet selected mounts. Masten Gregory, Kansas City, will sit this one out because of injuries suffered at Silverstone.

Course Change

A change this year finds the racers hurtling around the 4.5-mile Oakes Field course in a clockwise direction. Crise has narrowed the straightways from 150 feet to only 50 and the 18 curves and bends will put a premium on deft handling of high speed equipment. Sassoon straight still stretches 3,800 feet, however, and the big boys will be barreling down through there.

SCCA

(Continued from Cover)

tioned for SCCA amateur drivers (signing waivers in advance that money will not be accepted).

Hughes Elected

Charles J. Hughes, Denver, was elected National president, succeeding Edward J. Walsh, Jr. Hughes was formerly executive vice-president.

Other officers: Tracy Bird, vice-pres.; John Rueter, secy.; Arthur A. Wheeler, treas., and additional area governors on the board—Bill Milliken, Charles Rickert, Charles Dietrich, Val Scroggie, Clark McCartney, Ed Walsh, George Weaver, Phil Stewart and Fred Moore. (Hughes and Bird completed the list of area governors.)

The contest board will be headed by Jack Hinkle, Wichita, Kan., chairman, and also will include, William B. Lloyd, past chairman; John Luce, Stacy G. Carkhuff, Jr., and Charles Rickert.

promised Phil Hill (I'm sick of hearing this; he was to race at Pomona, too, according to the press agent), Dan Gurney, blah-blah-blah.

Josh Hogue reports in the SF Chronicle there were 3025 paid on Sat., 13,872 on Sun.—not quite the 30,000 which were supposedly there Sun.

Please check Page 2 for just one tiny fraction of clippings, letters, etc. received on Laguna Seca.

Maybe CSCC and SCRAMP can get Fangio out of retirement for the next one at Laguna Seca, i.e., if there'll ever be another one!

London Show

(Continued from Cover)

suitable for any occasion... except, perhaps, the Targa Florio

Jaguar also warmed over their veteran Mk7½ with a 3.8-liter engine. In the medium priced sedans, Standards had Michelotti monkey about with one of their Vanguards with not entirely beneficial results, and of course you know about the Humber Super Snipe from the Paris report.

Aching Void

As far as sportswagen were concerned there was an aching void for those of us who keep up with the motoring papers although a good percentage of goodies such as disc-braked Facel-Vega, Alfa 2000, the new Farina-bodied 3-liter Ferrari, and Aston Martin DB 4 were new to the English.

The Sprite had a new top arrangement and the AC a new windshield and hardtop. Also present was a gold-plated Austin-Healey.

The highly-successful Vanwall racing car, bringer of more good publicity to the English motor industry since the Bentley days, was not allowed to be exhibited by the commercially-minded SMMT as it is not for sale to the general public; one that is, the Lotus, stood cheek by jowl with two Elite coup'les, now with the light-alloy 1300cc Climax engine.

Pomona

(Continued from Page 1)

sche RS Spyder, led the small field for the entire race, finishing 25 sec. in front of Richie Ginther in Nethercutt's 2.0 Ferrari TR. Josie McLoughlin, who had been running 3rd in a 3.0 Ferrari, was forced out with a broken axle less than 10 mins. from the finish. Jack Graham, in a DB3S Aston Martin was 3rd, over a lap behind Ginther.

Hanford Scores

The small-bore main event saw John Haggerty blast the ex-Lubin 1500cc Cooper-Climax into the lead, with the 1100cc Lotus Mk. 11 of Skip Conklin right on his tail. Conklin managed to get by Haggerty, then dropped out of the race when he was scalded by radiator water during a frantic pit stop.

Haggerty was black-flagged off the course a few laps later for erratic driving. Harry Hanford, driving a smooth race in the Offie-engined Mk. 6 Lotus, moved into the lead to finish 22 sec. ahead of John Davis, Porsche Spyder, and Frank Monise, Lotus Mk. 11.

The crowd was about 5000 for Sunday, 1300 for Saturday.

RACE 3, WOMEN & SEDANS — 20.58 min., 13 laps, 26 mi., avg. 74.4 mph. 1) Shutes, Porsche 550; 2) Windhorst, Morg. TR-3; 3) Dixon, Maser. Class D, Liebaert, AC; E, Windhorst; F, Shutes; H, Nelson, M; Sedan, Wilson, Volvo.

RACE 5, FORM. III—20.12 min., 13 laps, 26 mi., avg. 77.2 mph. 1) Roth, Coop-Nort; 2) Morrow, Coop-Nort; 3) Nichols, Coop-Nort.

POMONA CLIPBOARD

By GEORGE COHEN and
GLENN NELSON
CSCC Pomona Road Races

Nov. 22-23

One of the funniest things to happen in many a race was Starter Arnie Cane missing the winning car, the Blackwell & Miles D-Jag., at the finish of the 6-hour go. Ken had to make an extra lap so they could give him the checker. We hear Arnie is going to get a seeing eye dog that can tell all the cars by sound.

Jerry Beems' Little Miss Carriage Berkeley, had no end of trouble Sat. Seems they finally found sheared crankpins cause poor performance.

Any pit stops in the first 45 minutes after the 1 p.m. start of the 6-hr. race were reason for disqualification, so when Jim Parkinson blew a tire at 1:38 p.m., rather than come in to the pits and be disqualified, he kept going and turned a 7-min. lap, coming in to change the wheel at exactly 1:45:10 p.m.

Have you seen that sign on Ernie McAfee Engineering's bus? "Pirelli—The Thinking Man's Tire." At the end of the enduro Miles said they owed a lot to Blackwell's

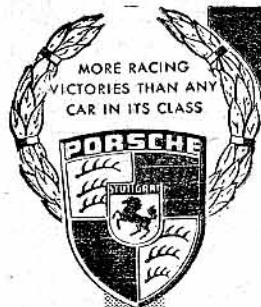
preparation of the car. You should see that car. It's completely concours under the bonnet, all over for that matter. On the other hand was the Huette/Hauser entry, which had the misfortune to run out of wheels at the middle of the race. Luckily, they found some spares and were running good until a gasket let go and put them out of everything.

Sunday, in the first race, Ron Simon's MG-TC lost a bearing, so he came in to the pits and took over the pit duties for Duane Jones in the other TC. Duane broke a fuel line and came within 100 yards of finishing, so Ron drove his car out of the pit, across the line, and back into the pit taking third in class. Great team spirit!

The Chaffee/Scurlock MGA drove 5½ hours Sat. with only 4th gear, then came back Sunday and drove the 1st race still with only 4th. Determined group.

Roger Slow's Morgan is in "Equipe Fatigue — The World's Brokest Racing Team."

Space being what it is, that's all for Pomona. Bigger and better coverage for the next race is hereby promised.



PORSCHE

POMONA ROAD RACES

November 22-23, 1958

6-HOUR ENDURO

2nd

Overall and
on Index of
Performance

PORSCHE Carrera GT

DON DICKEY

JOHN BARNESON

ALFRED WHATLEY

3rd

Overall and
on Index of
Performance

PORSCHE Speedster

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PORSCHEs also were 4th and 5th Overall

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SLIGHTLY MODIFIED

By W. R. C. Shedenhelm

LEST WE forget amidst the flutter of lovely Get Well cards from our many friends in Palm Out Springs, we'd better tell you now that the 1st unofficial meeting of The Race Gypsies will be at 7 pm., Dec. 11, at the Grand Prix Restaurant, unless you get there sooner and get a head start.

In case you didn't read the column a month or so ago (Shame!), the RGs is a tentative sort of club hatched in the cunning and devious brains of Toby, the race photographer, and yr obt svt. It is primarily for drivers, owners, pit crews, officials, members of the Fourth Estate and other freeloaders who do not admire to paying 10 or 15 dollars (Amer.) per diem for sub-standard lodgings at each race.

The idea is that the RGs will get permission of the sponsors of the races so that members can stay on the course in trailers, tents, sleeping bags or whatever you. There will be campfires, colored lanterns, dancing, balalaikas, red wine, flashing eyes and the whole bit. Where it is completely impossible to stay on the circuit, the RGs will line up a public or private campground nearby.

We have already heard from one spectator type chap who has stayed on the circuit at the last 3 Sebring in his DKW Caravan. Has a double bed and a bar therein. Good grief! What more does anyone need?

Anyway, all this jazz will be discussed at the Dec. 11 meeting, where at Toby and/or yr obt svt will preside depending on who is better able to do so by the time the meeting is called to order.

Gee, just think, if we can get Lance Reventlow to join the club, we could flood one of his vans and have a swimming pool and everything.

Last one in is a dirty Hudson!

Production

Did you hear Sam Taylor's description of a well-known west coast MGA pilot?

"Why, he's the most modified

production driver in the whole crooked business!"

500 Troubles

Hoo-hoo! Did you dig that bit on Saturday at the Palm Out Springs venue when we tried to give Chuck Nerpel's Formula III car a push-start with our Simca Aronde?

Well, sir, we were pushing along at about 15mph when Mr. Nerpel dropped in the clutch and the 500 stopped as though bolted to the tarmac. Kapow! Up went the Simca over the back end of the 500, across the side of the cockpit and down again.

It seems that the Formula III was 180 degrees out of timing and we were nearly 90 degrees out of vertical. Mr. Nerpel was 360 degrees out of clean clothes

And I Quote

"If the SCCA holds another Palm Springs race like that last one, they will be able to get Walt Disney for a sponsor"

Progress

A local manufacturer is now turning out competition martini olives. One will last a whole race weekend, except on very rough circuits.

LOWE SF HEAD

SAN FRANCISCO — Region of SCCA announces newly-elected officers for the coming year. James R. Lowe was elected regional executive, unopposed. Jim had previously served two terms (55-56) in this office but due to the present pro-amateur controversy was persuaded to lead this region in 1959. Other officers: Activities chairman, John D. Miller; secretary, Stephan R. Holman; treasurer, Lloyd Swayne, Jr.; membership chairman, Dr. Peter S. Talbot; directors at large, Roderick H. Aya, Cloyd Gray.

Lowe also has served as secretary of the SCCA National. Clark McCartney, past regional executive recently was elected the area governor of area 10, comprising most of the West Coast states, and last week attended an organizing meeting in N.Y. This was to set up the new organization of area governors and elect the new National executive officers.

In The News

(Continued from Page 1)

PHOENIX FINALE

The last races counting for SCCA Pacific Coast Championship points and for MOTORACING's point standings will be held Nov. 29-30 at the Valley of the Sun venue, 25 mi. NW of Phoenix, just off the road to Wickenburg.

Nine events will be held during the "Fiesta de Carreras" weekend. Race HQ is the Hotel Valley Ho in Scottsdale. The Thunderbirds are sponsoring this SCCA Ariz. Reg. event.

TOM PITTMAN KILLED

Funeral services were held last week for Tom Pittman, 25, promising film and TV actor, son of Frank Alten, conductor of the KBLA Motor Classics radio program. The youth had been missing since Nov. 1. His body was found 19 days later 300 feet down Benedict Canyon. He failed to negotiate a curve in his high-speed aluminum-bodied Porsche coupe.

GRAND PRIX CONCOURS

The 500cc Club of America will hold its 3rd annual G. P. Concours at Chuck Porter's Sports Car Center on Dec. 7. Restricted to full race cars, the entries will include current and recent

European Formula cars, midget, sprint, Championship Trail and Indianapolis cars from the U.S. and Bugattis and Bentleys from the "Golden Days" of European racing.

As an added feature, the engines of several of the Bugattis, the Bentley and the Formula cars will be fired up every half hour during the show.

BRACKEN RECUPERATING Dave Bracken, who has been crowd control director at SCCA and CSCC races, and more recently race chairman for CSCC, was rushed to St. John's Hospital in Santa Monica last week for major eye surgery. Bracken had received the eye injury on his job, as a master electrician, prior to the CSCC Minden races. Bracken was released from the hospital last Saturday, and his doctor reports his condition as excellent.

HENKEL ROOTS CHIEF

Contrary to the news item in the last issue of MOTORACING, John Beazley is not the head of Rootes Motors, in Beverly Hills. Henry Henkel still heads Rootes. Beazley is head of Gough Industries, which is not the same thing at all.

Pomona Race Charts

COURSE—2 MILES
(Compiled by
LBGM Club Scoring Team)
CSCC 7th Running Pomona Road Races.

NOV. 22
SIX HOUR RACE—Time: 6:02.22;
Laps 238; Avg. 79; Miles 476.
—Seconds behind leader.

Pos.	* Driver, Car, Class	Pos. Ind.
1	Blackwell, D Jag, 1C	13
2	7L62 Dickey, Barneson, Whatley, Por GT 1Dp	2*
3	98 Michelmere, Moore, Por Spdst, 2Dp	3*
4	16L63 Bucknum, Spears, Por Sup Spd 1Ep	8
5	18L82 Snyder, Nelson, Por Carr 3Dp	9
6	19L5 Love, Duncan, AC Bris, 4Dp	15
7	22L49 Patton, West, Alfa-Rom, 1Fp	6
8	24L80 A. Whatley, Por, 5Dp	14
9	25L87 Wood, Skilling, Deutsch-B, 1H	1*
10	27L8 Hathway, Froines, Alfa-Vel, 2Fp	11
11	28L27 Picken, Kinsbury, TR2, 6D	21
12	31L12 Nickel, Dillaway, Por Spd, 2Ep	16
13	33L54 Maslin, Burhop, Lotus-Cli, 1G	10
14	35L23 B. Chamberlain, Dair, Citroen, 3Ep	22
15	110 Montonen, Doushess, MGA, 3Fp	18
16	39L94 Greenberg, Fahey, MGA, 4Fp	20
17	44L28 Miller, Cros, 2H	4
18	48L29 Mollie, Panh, 3H	5
19	54L37 Lindquist, Verrecchia, Saab, 4Hp	7
20	85 Starbuck, Verrecchia, Moretti, 5H	12
21	58L9 Gleghorn, Honeter, MG-MK II, 2Gp	23
22	88L72 Shattuck, Blauvelt, Berk, 6Hp	17
23	96L53 Brock, Conklin, Coop Cll, 3G	24
24	125L30 Burgraft, Schillreff, Panh, 7H	25
25	133L70 Brigham, Monise, Lotus Cll, 4G	26
26	160L3 Loudon, Bowser, A-H, 8Hp	27

DNF: Palmer & Gordon, AH-100. Black flagged for erratic driving; Manzke & Bernhardt, Cros-Fiat, Lost rear end; Kerns & Hand, MG Spl. Blew water hose lap 2; Bondurant & Grant, Corv., Threw tread, fouled injectors; Biehl & Ross, Coop-Clim, Unknown; Parkinson & Lumpkin, MG, d.o.c., Swallowed Valve; Venable, AH-100. Lost oil pressure; Klingensmith & Pickering, AH, Unknown; Wheeler & Bucklin, DB Pandh., Broke wheel; Schroeder & Oodous, Lotus XI, Broke rear wheel hub; Kessinger & Webb, DB, Overheated; Settember & Hoyt, Wadsworth, Climax, Lost Transmission; Barneson & Whatley, Por, GT, Lost wheel; Spencer & Windhorst, Morg, TR-3, Lost wheel bearing; Cummings, Corv., Losing too much oil to continue; Schillreff & Smith, MGA, Unknown; Atkins & Solwell, AH-100 M, Lost rod bearings; Fox, Berk., Broke primary case; Snider & Lumpkin, MGA, Unknown; DeMuniz and Dixon, Maser., Ran out of tires, fuel pump quit; Block & McLaugh-

lin, Ren Dauph., Unknown.

NOV. 23

RACE 1—Prod. up to 1500cc. Time: 30:00; Laps 19; Avg. 76.0; Miles 33

Pos.	* Driver, Car	Class
1	Aldhouse, Alfa V.	1F
2	7 Hathaway, Alfa Vel.	2F
3	39 West, Alfa V.	3F
4	46 Patton, Alfa V. Cpl.	4F
5	11L2 Lee, Alfa V.	5F
6	14 Barrett, MGA	6F
7	49 Hayward, Alfa Spl.	1G
8	52 Chaffee, MGA	7F
9	57 Kirby, Por 1500S Spd.	8F
10	73 Stephen, MGA	9F
11	12L48 Ross, Sprite	1H
12	55 Barker, MGTD MkII	2G
13	56 Shattuck, Berk	2H
14	58 Binks, Sprite	3H
15	17L64 Simon, MGTC	3G

DNF: Sanders, MGA. Blew crankcase seal; Gleghorn, MG MK. II. Gearbox locked lap 1; Webb, DB. Overheated; Jones, MGTC. Broke fuel line; Roethnor, AR Velcoe, Unknown.

RACE 2—Prod. over 1500cc—Time:

Pos.	* Driver, Car	Class
1	Dickson, Corvette	1B
2	5 Porterfield, Corv.	2B
3	22 Briley, Corvette	3B
4	30 Dickey, Por Carr GT	1D
5	30.5 Windhorst, Aus. Healey	2D
6	31 Barneson, Porsche GT	3D
7	41 Harris, AC Bristol	4D
8	56 Spencer, Morgan TR-3	1E
9	56.5 Bucknum, Por S. Spd.	2E
10	91 Keenan, Porsche Carr	5D
11	11.5 Snyder, Por Carr GT	6D
12	18 Papke, Porsche GS	3E
13	24 Montonen, Por 1600S Spd.	1F
14	43 Slowi, Morgan TR-3	4E
15	49 Love, AC Bristol	7D
16	21.4 Palmer, Austin Healey	5E
17	15 Ostland, TR-3	6E
18	16 Young, AC Bristol	8D

DNF: Michelmere, Por. Carr. GT. Ring & pinion broke; Grant, Corv., Hit Briley Corv., tore up front fender; Bondurant, Corv., Overheated; Bundy, AH. Fuel pump gave out; Kastner, TR-3, Swallowed Valve; Burbridge, Corv., Black flagged; Duncan, Jag, XK-120, Overheating.

RACE 4—Modified up to 2000cc—

Pos.	* Driver, Car	Class
1	Hanford, Lot MK VI	1F
2	22 Davis, Por Synd.	2F
3	63 Monise, Lot Mk XI	3F
4	65 Nethercutt, Ferr	4F
5	66 Maslin, Lot Cll	5F
6	2L2 Haworth, Por Spyd	6F
7	39 Hand, MG Spl.	7F
8	3L21 Priest, Volvo Spl.	8F
9	93 Reddish, Lot Cll	9F
10	4L23 Davies, MGA	1H
11	24 Skilling, Deut Bon	2H
12	5L45 Mollie, Panh	3H
13	83 Tholen, Crosley	4H
14	6L28 Sharnan, MG-TD	5H
15	7L285 Manzke, Crosley Fiat	6H

DNF: Brock, Coop-CHM., Locked in gear; Barker, Pooper, Unknown; Conklin, Lotus XI, Driver discom-

RACE CALENDAR

NOVEMBER

9-30 — Fiesta de Carreras (road races), SCCA Arizona Reg. 25 mi. NW of Phoenix off Hwy. 60-10-59. HQ: Valley Ho Hotel, Scottsdale. 9-Dec. 8—Bghamas Speed Week, Nassau.

20—Novice drivers' practical session, RRTA, Pomona Fair Grounds. Info H. L. McGraw, Coiton, Talbot 5-3725.

30—Australian G.P., Melbourne.

CONCOURS

DECEMBER
7—Grand Prix Concours, 500cc Club of America, Chuck Porter's SC Center, Hollywood.

PRICES DROP

New prices for Lancia have been announced in Torino, Italy. Lancia Appia Sedan is reduced from \$3298 to \$2892. The Flaminia sedan is reduced from \$7460 to \$5998.

Pacific Coast Driver Standings

1.	Charlotte Duncon, Lotus	29
2.	Prudence Baxter, A-H	14
3.	Joan Hirsh, Volvo	12
4.	Grace Tora, Morgan	12
5.	Gail Liebaert, AC Bristol	12
6.	Sunnie Baker, Porsche	11
7.	Doris Shirley, Porsche	10

fort; Haggerty, Coop-Clim, Black flagged; Chaffee, MG Spl., Unknown; Newman, Lotus IX, Unknown; Miller, Crosley, Unknown; Gounis, Crosley Spl., Unknown; Snow, Crosley Spl., Bad water pump.

RACE 6—Modified over 1600cc — Time: 1:00.27; Laps 43; Avg. 85.3; Miles 86 Fastest recorded lap: Time 1:22.2 Miles.

Pos.	* Driver, Car	Class
1	Miles, Por 550	1E
2	45 Glnther, Ferr 550 TRC	2E
3	1L84 Graham, Ast Mart DB3S	1D
4	3L34 Sohus, Reyn Wrap	1C
5	50 Cummings, Corv. Spl.	1B
6	15L51 DeMuniz, Mast Rdstr.	3E
7	DNF: Timanus, Lotus X, S/C	1G
8	Blew gearbox; Love, Ferr-Chev.	2G
9	Blew right rear tire; McLaughlin, Ferr. TR 3.0, Lost Rear end.	3F

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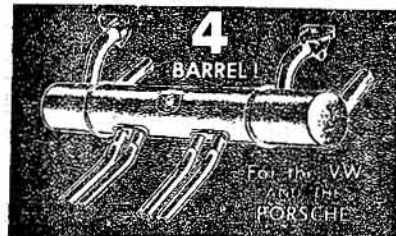
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Rally 'Round

☆ ☆ With Duane and Jerrie Sparks

(Continued from Page 1)

ston could win by finishing no worse than 3rd. Robert Mollman of Bedford Heights, Ohio, could tie for the navigator's prize by finishing 1st. His driver, Mrs. Suzanne Hundertmark of Lyndhurst, Ohio, had already run her 4-point rallies, and was out of 1st place contention.

Drove 190SL

The Appalachian was won by Barbara and James Bickham of Upper Sandusky, Ohio in their 190SL. They became the 4th double winners of the season, having taken the Press on Regardless rally in Michigan in July. But on 8th in the Florida rally had counted them out of the championship. Spear and Johnston's car developed trouble and they were forced out of the Appalachian. Mollman finished a close 3rd in that event. So, in the final reckoning here are the first 10 drivers and navigators in SCCA's 1st year of national championship rallies:

DRIVERS	Navigators	
1. J. Bechtel	6 C. Bechtel	6
2. S. Hundertmark	9 R. Mollman	8
3. R. Hicks	9 R. Apolant	9
4. B. Bickham	10 J. Bickham	10
5. R. Doyen	14 C. Gibbs	14
6. A. Gervais	19 C. Gervais	19
7. R. Smith	19 L. Hellen	21
8. J. Hellen	21 W. Baldwin	22
9. C. E. Trump	22 S. Johnston	22
10. B. Spear	22 W. Wells	28

Hammond Book

Latest and best to date in the growing number of books published about America's fastest-growing sport is THE SPORTS CAR RALLY HANDBOOK by the prominent San Francisco writer and rallyist Gene Hammond. Published this week at \$3.50 per copy by Exposition Press, Inc., this profusely illustrated, 143-page handbook modestly offers "proven techniques for winning time and distance rallies." Hammond carefully leads the would-be contestant through a survey of available rally materials, equipment and methods. He'll take you step by step through various rallies, giving concise and clear instructions on how to run a rally and offering his detailed method of rally navigation. The methods and equipment he recommends apparently are adequate for competition in the bay area, but the book suffers a little because of the rapid development of more accurate paraphernalia in common use through various rallies, giving contestants. For instance, he still relies heavily on the Kodak timer and speaks of timing to the nearest minute or so by check point personnel. Nowhere does he so much as mention our everyday problems of tire expansion, wheel slippage, or even such basic equipment as hundreds of counters, let alone timing hundreds of minutes.

Top local event this week-end will be Santa Monica FCCA's Tiger By The Tail rally. Evvie Vogler promises a tough 5 or 6-hour run in the typical SMFCCA tradition.

Rallies

November
30—Santa Monica FCCA Tiger By The Tail, 5 hr. nav. 8 a.m. Douglas pkg lot, Ocean Park & Bundy, Santa Monica. Paramount SCC & Douglas SCC event of month. \$2 Al Nesbitt CR 6-3336.

December
6—Lockheed SCC Sleigh Ride V. easy nav. 7 p.m. MSD pkg lot, Woodley & Saticoy. Gladys Stoer CH 9-2102
7—Southwest SCC Don't Give Up Rally, a tough 4½ hr. nav. 8 a.m. Crenshaw & Imperial Shopping area \$2 Dick Anderson SY 9-5779 or Hal Wood PL 3-2964.

14—Marquardt Auto SC Gymkhana. Marquardt Aircraft Co's west parking lot off Balboa Blvd., north of Saticoy. EM 3-4705

HELMET OK WITHDRAWN
The following telegram was received last week by Motoracing.
"ON NOVEMBER 10 THE SNELL FOUNDATION RAN A ROUTINE RANDOM SAMPLE ACCELEROMETER TEST ON SEVERAL TOPTEX HELMETS OBTAINED DIRECTLY FROM DEALER STOCK. WE REGRET THAT THE HELMETS SO TESTED DID NOT MEASURE UP TO THE STANDARDS UNDER WHICH THE SNELL FOUNDATION APPROVAL WAS ORIGINALLY GRANTED. EFFECTIVE THIS DATE THE SNELL FOUNDATION ANNOUNCES WITHDRAWAL OF ITS APPROVAL OF THE TOPTX HELMETS AND HAVE SO ADVISED THE MANUFACTURER. CONCERNING THOSE HELMETS NOW IN USE, WE ARE ATTEMPTING TO LEARN FROM THE MANUFACTURER ON WHAT DATE THE MANUFACTURING CHANGES WERE MADE WHICH CHANGED THE STRUCTURE OF THE HELMET. AS SOON AS THIS DATE HAS BEEN ESTABLISHED TO THE SATISFACTION OF THE FOUNDATION PUBLICITY EQUAL TO THIS NOTICE WILL BE GIVEN. WE HAVE ALSO URGENTLY REQUESTED THAT THE MANUFACTURER TAKE IMMEDIATE STEPS TO RECALL ALL SUCH HELMETS IN DEALERS HANDS AND ADOPT SOME MEANS OF REBUILDING OR REPLACING THOSE HELMETS NOW IN USE WHICH WERE MANUFACTURED AFTER THE DATE THE STRUCTURAL CHANGE WAS MADE."
JOHN LUCE, PRESIDENT, BOARD OF DIRECTORS, SNELL MEMORIAL FOUNDATION, INC."

Various Rally Results

Hughes EASCC—Rogue's Rally—Nov. 16—Bob Sweet Rallymaster—41 Cars

Pos.	Driver	NAVIGATOR	CLUB	CAR	ERROR
1.	Bill Chester	Elizabeth Chester	Rallymasters	Alfa	.18
2.	Charlotte Nesbitt	Al Nesbitt	SMFCCA	Corvette	.57
3.	Hal Wood	Chris Wood	SWSCC	Porsche	1:30
4.	Howard Frank	Don Royer	SMFCCA	A-H	1:39
5.	Scott Branson	Bernice Branson	SMFCCA	MGA	1:57

AHOC Mit Shishkebab—Nov. 23—Maggie Schwab Rallymaster—40 Cars

1. Barbie Meredith	Ed Smith	AHOC	TR-3	2:46
2. Bob Piercy	Larry Harris	AHOC	Alfa	3:29
3. Reno Lawrence	Evvie Vogler	AHOC	A-H	7:26

GUESTS—				
1. Charlotte Nesbitt	Al Nesbitt	SMFCCA	Corvette	1:30
2. Bill Brandes	Catherine Brandes	SWSCC	190SL	1:44
3. Warren Apel	Robert Tuffias	JPL	TR-2	1:55

SEATS OF PANTS—

1. Paul Granzell	Barbara Granzell	SBFCCA	TR-3	2:31
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SWEETSTAKES—

1. Wally Brown	Gladys Brown	A-H		:05
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Pacific Coast Race Standings

Points, including last week's Pomona races, are awarded on a 6-5-4-3-2-1 basis for both Saturday and Sunday events. The Phoenix, Ariz. races, Nov. 29-30, will be the last 1958 Pacific Coast event.

(Compiled by Eric Hauser)	
MODIFIED OVER 2000cc	
1. Richie Ginther, Ferrari	97
2. John von Neumann, Ferrari	83
3. Lance Reventlow, Scarab	58
4. Max Balchowsky, Buick	54
5. Chuck Dalgh, Scarab	35
6. Jack McAfee, Porsche	33
7. Bob Oker, Aston-Martin	29
8. Sam Weiss, Ferrari	28
9. Dan Gurney, Ferrari	27
10. C. S. Howard III, Maserati	26
MODIFIED UNDER 2000cc	
1. Jack McAfee, Porsche	133
2. Ken Miles, Porsche	66
3. Skip Conklin, Lotus	43
4. Eldon Beagle, Porsche	41
5. Joe Playan, Porsche	38
6. Erv Lehr, Porsche	29
7. Bob Oker, Maserati	27
8. Frank Monise, Lotus	22
9. C. S. Howard, Por-Cooper	22
10. Jack West, Porsche	19
11. Bob Drake, Cooper	18
12. Chuck Schroeder, Lotus	18
PRODUCTION OVER 1500cc	
1. Andy Porterfield, Corvette	96
2. Ron Bucknum, Porsche	78
3. Lew Spencer, Morgan	53
4. Bill Love, AC Bristol	51
5. Fred Grant, Corvette	40
6. Richie Ginther, Ferrari GT	36
7. Hugh Harn, Corvette	31
8. Bob Dickson, Corvette	31
9. Gordon Crowder, AC Bristol	30
10. Lloyd Gray, Corvette	27
11. Bob Bondurant, Corvette	26
PRODUCTION UNDER 1500cc	
1. Don Dickey, Porsche	123
2. D. D. Michelmoro, Porsche	100
3. Jimmy Moore, Porsche	67
4. Dick Bellows, Porsche	48
5. Frank Aldous, Alfa-Romeo	46
6. Willie West, Alfa-Romeo	39
7. Emil Fardee, Porsche	38
8. John Barneson, Porsche	31
9. Ray Pickering, MGA	31
10. Mike Roether, Alfa-Romeo	30
11. Art Snyder, Porsche	26
12. Ed Vincent, Porsche	25

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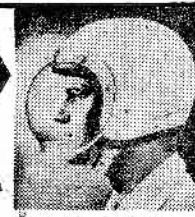
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FINAL DRIVERS' STANDINGS

FINAL 1958 WORLD CHAMPION-
SHIP STANDINGS

1. Hawthorn, GB, Ferrari, 42; 2. Moss, GB, Vanwall & Cooper, 41; 3. Brooks, GB, Vanwall, 24; 4. Salvadori, GB, Cooper, 16; 5. Schell, USA, BRM, 14; 6. Collins, GB, Ferrari, 14; 7. Trintignant, Fr., Cooper, 12; 8. Musso, Ital., Ferrari, 12; 9. Lewis-Evans, GB, Vanwall, 11; 10. P. Hill, USA, Ferrari, 9; 11. Von Trips, Germ., Ferrari, 9; 12. Behra, Fr., BRM, 9; 13. Fangio, Argent., Maserati, 7; 14. Allison, GB, Lotus, 6; 15. Brabham, GB, Lotus, 5; 16. Bonnier, Swed., BRM, 3; 17. McLaren, GB, Cooper, 2; 18. G. Hill, GB, Lotus, 2; 19. Gregory, USA, Maserati, 1; 20. Gendebien, Belg., Ferrari, 1; 21. Barth, Germ., Porsche, 1.

*—Deceased. **—Semi-retired most of season. Grand Prix races counting for points were Argentina, Monaco, Holland, Belgium, France, Great Britain, Germany, Portugal, Italy, and Morocco. Best 6 races counted: 1st—8 pts; 2nd—6; 3rd—4; 4th—3; 5th—2; 6th—1; fastest lap—1 pt.

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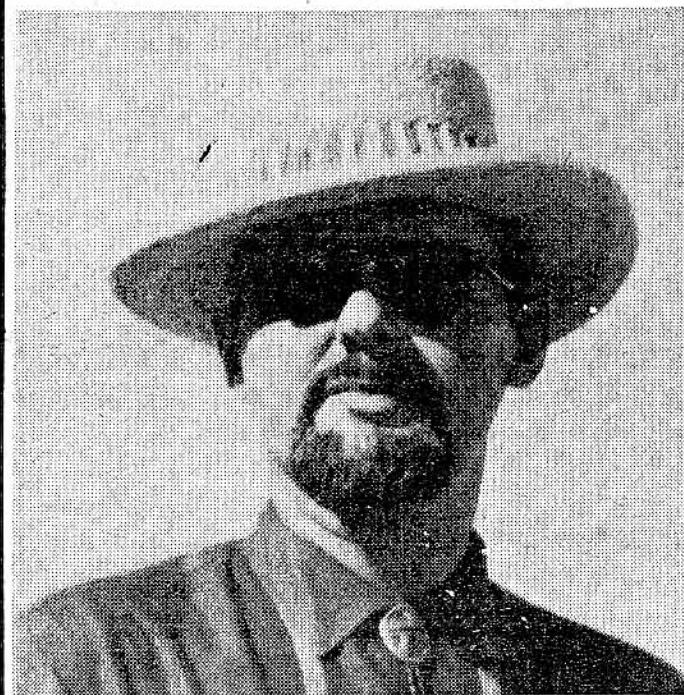
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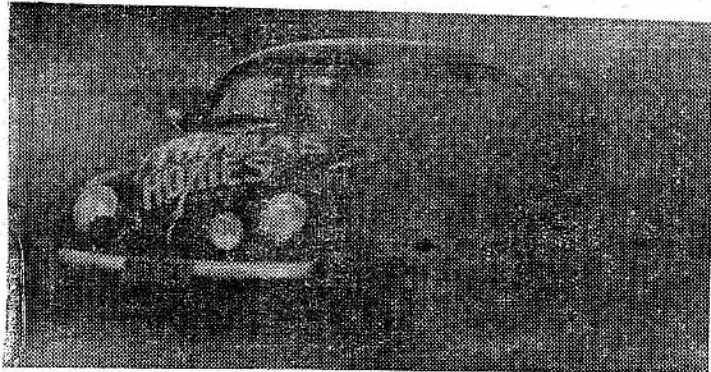
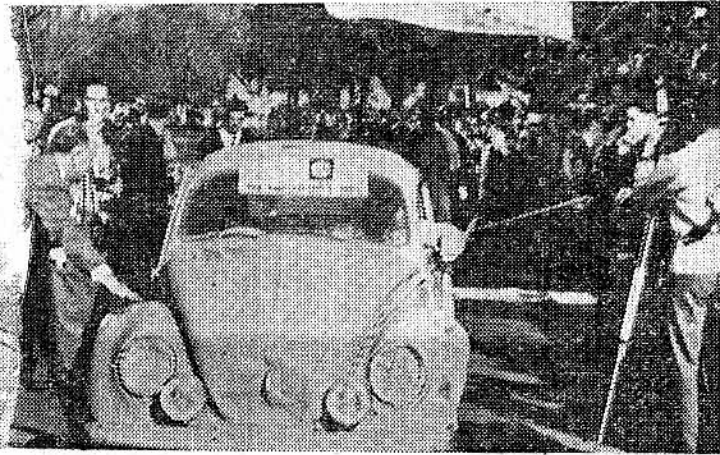


The Los Angeles Region of the Sports Car Club of America is fortunate indeed to have a man such as Gordon Crowder, with his tremendous amount of business, racing and civic experience, offer his services for the coming year. Let us take this opportunity to regain our place of leadership among sports car groups.

VOTE FOR GORDON CROWDER

Above Advertisement Paid for by Individual Members of the S.C.A.

Volkswagens Dominate 10,000-Mi. Aussie Grind



WORLD'S WINNER — Coming over the finish line (top photo) from 19 days and 10,000 miles driving over the world's most primitive endurance course, is farmer Eddie Perkins in his Volkswagen. Perkins won over 66 other cars, including 23 makes from all over the world, in the annual Mobilgas Round Australia Rally, toughest auto competition known. In bottom photo Lee Thomas sends water shooting high as he drives his Volkswagen through the waterlogged road (Nullarbor Plains).

MELBOURNE, Australia—In the world's toughest annual car competition, Volkswagen swept an international field of 67 entries to take 1st, 2nd and 4th places and the 3 team awards, in the 1958 Mobilgas 10,000-mi. Round Australia Rally. Third went to a 1958 Holden.

This year, 67 cars started off on the gruelling 19-day run, with only 35 finishing. The others bogged down in mud 3-feet deep, suffered severe damage from terrain or collisions with wild animal mobs, or were crippled by engine breakdowns. Flood waters, blinding rain, slippery roads, mud and deep potholes made this a "horror stretch" most of the way.

Besides the winning Volkswagens, 23 different car models were entered from countries including the U.S., England, Germany, Japan, France and Italy.

Strictly Stock

Cars were scrutineered before and after the event, and were strictly stock. They covered each leg of the course in a given time, or lost points. Control of the trial was rigid, with accent on safety. The '58 run began at Sydney, going around Australia and ending at Melbourne.

One driver reported counting 25 dead kangaroos in one mile of the course. Many smashed their cars into tree stumps when the roads disappeared. Another

driver told of traveling through 2 feet of mud for 12 hours.

So dangerous and isolated was the terrain, each car was required to carry large emergency rations of food as well as ditching equipment.

Farmer Winner

Despite the floods, mud and stubborn obstacles of an entire continent, the first-place Volkswagen, driven by farmer Eddie Perkins of Victoria, won with a score of only 11 penalty points. His co-driver and navigator was Arthur Smith.

How they finished:

1958 Volkswagen, 1958 Volkswagen, 1958 Holden, 1958 Volkswagen, Volkswagen, Holden, Standard Vanguard, 1958 Volkswagen, 1958 Volkswagen, Chrysler Royal V8, 1958 Holden, 1958 Skoda 440, 1957 Ford Zephyr, 1957 Holden, 1956 Volkswagen, 1958 Holden, 1956 Rover 90, 1956 Peugeot 403, Holden, 1958 Hillman Minx, 1958 Peugeot 403, Holden, 1958 Hillman Minx, 1958 Skoda 440, Datsun 1000, 1957 Holden, 1958 Hillman Minx, Ford Zephyr, Austin Westminster, 1957 Chrysler Royal, 1958 Skoda 440, Morris 1000, Morris 1000, Datsun 1000.

Maintenance Topics

By BILL RUDD
Noted Racing Mechanic & Tuner

Brakes—ever done without them? If you have, then you will know how important they are. Quite obviously, you can't stop without them.

Most of you, I'm sure, know what your brake system is, component-wise, and probably know what it takes to properly maintain it, but for those who do not, may I offer a few tips.

Cleanliness, again, is extremely important to your brake system, and I strongly recommend keeping master cylinders, wheel cylinders, brakes, pipes, drums, etc., CLEAN! Unfortunately, brake systems cannot be sealed; it must "breathe" and therefore the fluid becomes contaminated with particles from our atmosphere, so I recommend flushing the brake system twice each year under normal driving, and more often if you drive in competition, or just hard and long in varied climates.

Fluid Gets Dirty

The reason is that brake fluid, like engine oil, gets dirty and gritty, and it doesn't take but one grain to ruin the rubber cups in your cylinders, and cause a leak of fluid, and the drawing in of air into the fluid,

system which will oxidize the cylinders very quickly.

Brake linings, too, must be clean and in proper adjustment. Dirt in your linings, depending on what kind of dirt, can either cut your drums and linings up or "glaze" over, stopping pro-

per heat transfer from surface to shoe, to backing plate and away in the air stream.

Cleaning Important

A periodic cleaning will pay handsomely in extended life and performance of your brake system.

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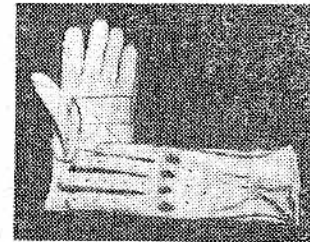
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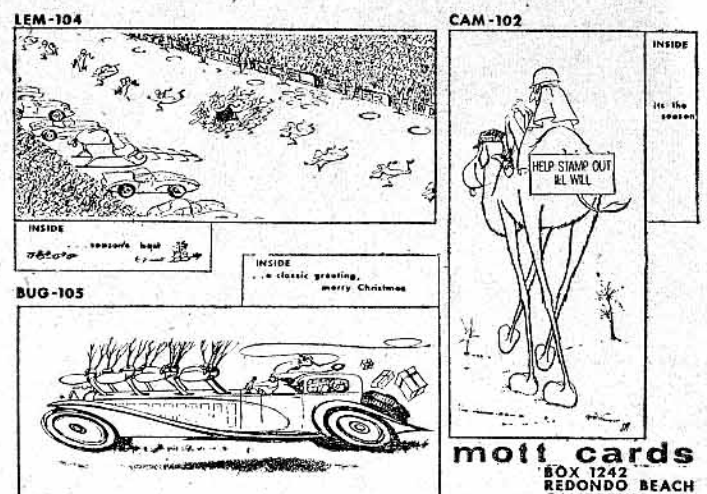
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Nethercutt, Dr. Roth Cars Score at Pebble

Overall honors in the nationally famous 9th annual Pebble Beach Concours d'Elegance were won by a 1930 Du Pont Town car, owned by Jack B. Nethercutt of Los Angeles. It was entered in the pre-war American cars class.

Runnerup was a 1934 Alfa Romeo entered by Dr. William Roth of Long Beach in the pre-war European cars class.

European sports cars under \$2500—Lowell Herrero, 1958 MG-TC. European sports cars \$2,500-\$4,500—Hal Rossi, 1957 Porsche. European sports cars \$4,500-\$10,000—James A. Orr, 1958 AC Ace Bristol. European sports cars over \$10,000—Phillip Hutton, 1957 Maserati. American Production cars—Davis Riggs, Jr., 1957 Thunderbird. European passenger cars under \$2,500—Douglas Salimi, 1949 MGY. European passenger cars \$2,500-\$5,000—J. M. Meumann, 1948 Jaguar Mark IV. European passenger cars over \$5,000—Charles G. Martinson, 1957 Mercedes-Benz 220S.

Pre-war American cars—Jack B. Nethercutt, 1930 DuPont town car. Pre-war European cars—Dr. Milton R. Roth, 1934 Romeo Mille Miglia. Vintage cars—Harold L. Jessup, Chalmers-Detroit. Rolls Royce—Frank B. Cox, 1937 Phantom (pre-war division); Phillip C. Smith, 1957 Silver Cloud (post-war division).

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VW in Hefty Lead; Triumph Drops to 6th

Volkswagen holds its big lead in Calif. new improved passenger car registrations for Jan. through Aug. of this year. From July to Aug. Triumph dropped from 5th to 6th, being supplanted by M.G.

NEW IMPORTED PASSENGER (January through August 1958)

State	No.	So.
1 Volkswagen	10385	5249 5136
2 Renault	4988	1491 3497
3 Fiat	3708	1420 2288
4 Volvo	3220	989 2231
5 M. G.	2544	951 1593
6 Triumph	2509	932 1577
7 Opel	2311	809 1502
8 English Fords	2216	1183 1033
9 Hillman	2187	850 1337
10 Simca	2043	1185 858
11 Borgward	1388	607 781
12 Vauxhall	948	405 543
13 Morris	946	417 529
14 Austin Healey	758	307 451
15 B. M. W.	562	234 328
16 Porsche	557	231 326
17 Jaguar	556	192 364
18 Peugeot	547	198 349
19 Mercedes Benz	488	186 302
20 D. K. W.	455	141 314
21 Goliath	314	174 140
22 Alfa-Romeo	290	133 157
23 Sunbeam Talbot	220	97 123
24 Citroen	149	18 131
25 Austin	141	66 75
26 Lloyd	123	58 65
27 Berkeley	98	31 64
28 Toyopet	42	3 39
29 Taurus	32	13 19
30 Panhard Levassor	30	10 20
31 Rover	27	17 10
32 Morgan	24	14 10
33 Rolls Royce	20	9 11
34 Gogomobile	18	2 16
35 Lancia	15	7 8
36 A. C.	10	4 6
37 Jensen	10	3 2
Misc. (9 or less each)	68	18 50
Totals	44947	18662 26285

Courtesy Motor Registration News of California, Oakland 6, Calif.

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The Snell Foundation has continued to test helmets regularly since its approval last year of two specific models. Also it is not generally known that we spot test helmets of the type already approved, which are selected at random from dealers stocks in various parts of the country. We have also begun tests on certain industrial helmets as well. Our only source of income continues to be through donations and gifts, since for obvious reasons we do not accept commercial sponsorship.

Recently we had the good fortune to receive, as a gift, one very nice Lotus automobile. The car is more particularly described as follows: 1957 Lotus Mark XI, Stage II. Pistons relieved and head milled. Equipped with Bourgeois roll-bar. Gas tank blocked off from cockpit.

Two sets of wheels with four new racing caps and other spare rubber. The car turns 7800 rpm nicely and has been run in only seven events, placing well in all.

Bill Breeze has maintained the car since new in his well known Sausalito Sports Car Center.

Jim Lowe was the original and only owner of the car and made the gift to the Snell Foundation. The car is in top flight condition and ready to race.

The directors are offering the car at \$3795, F.O.B. San Francisco as described above. We would sincerely appreciate anything you might do to bring this to the attention of your readers.

Heartiest congratulations on the fourth anniversary of MOTORACING and best wishes for continued success and growth.

Kindest personal regards,
John P. Luce, President

BEHRA WINNER
CARACAS, Venezuela, Nov. 23 — Jean Behra, French ace, drove a 3-liter Ferrari to victory in Venezuela's 755-kilometer (469 mile) Grand Prix today.

CROWDER & SCCA

I think the following is important enough to merit bringing it to the attention of SCCA voting members in the LA Region.

As you no doubt know, I have been an SCCA member almost since its inception in LA and have served in several official capacities—also have worked with RRR so there is no animosity on my part towards pro racing; there is room for both. As our rules now stand, it is not possible to combine the two—of course rules and regulations are subject to change; but they should be observed while in effect, especially by club officers and those wishing to be.

Now comes the reason for this letter, hoping that through your paper it will reach SCCA members before voting time.

Gordon Crowder, running for RE, has made conflicting statements at our last three meetings.

At the Mona Lisa meeting he made a very nice speech on the glory of amateur road racing and his personal guarantee to do all in his power to further the same.

In the next meeting, at Pointsettia playground, when asked about his entry at Riverside he replied that he would not run but would use his entry for the pit passes only.

To further confuse the issue, he replied to the question as to his running at Riverside; his answer was that it was to help the production driver.

I fail to see how his running at Riverside has helped the SCCA pro-

duction car driver one iota—after all he is not running for office in USAC or CCCC. In my opinion a good member of any organization should try to legislate for new rules rather than violate existing ones.
Sam Caldwell
South Gate, Calif.

Johnny Lail
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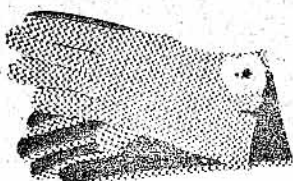
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